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know of this book, which is well calculated to enhance their pleasure and information as they travel through the country. It is based upon Reynolds's Geological Atlas, which, for years, was helpful to many who travelled on business or pleasure; but the latest of its editions was published in 1889, and it is therefore out of date. The admirable plan of the older work was adopted for the new book, but the text has been entirely rewritten and enlarged. The descriptions of the geological formations are much fuller than in the earlier book and some new features have been added, such as descriptions of the rock exposures observable along the main lines of railway. Any one with only an amateur's interest in geology will find the book a pleasurable companion.

Mr. Woodward's letterpress opens with a general survey of the geological structure of Great Britain and a list of mineral products and their distribution. This is followed by a succinct account of the geology of each of the counties. Thirty-two pages are devoted to the geological features along the railroads, and the instructive descriptions call the traveller's attention to the way in which the character of the scenery and even of the buildings has been influenced by the changeful geological structure. More than half of the volume is occupied by the county geological maps in colours and sixteen plates of fossils. Geological sections and other illustrations are scattered through the work, and the index makes all information easily accessible.

Things Indian. Being Discursive Notes on Various Subjects Connected with India. By William Crooke. xi and 546 pp. and Index. Imported by Charles Scribner's Sons, New York, 1906. (Price, \$3.)

The topics are arranged in alphabetical order. It is the aim of the author to discuss many of the quaint and curious matters connected with India that are not specially considered in the ordinary books of reference, such as amusements, bamboo, carpets, children, dacoity, etiquette, famine, human sacrifice, jewelry, marriage, suttee, and others. Over 160 topics are treated and the copious index makes all the information readily accessible.

In a page and a half given to "Barasaul Guns" the writer says the mysterious sounds heard occasionally in the neighbourhood of Bârasâl in the Ganges delta, resemble the dull, muffled boom of distant cannon or are like a cannonade between two widely-separated forces. Many explanations of the phenomenon have been suggested, but the question has not yet been definitely decided. On the whole, the wave theory propounded by Mr. Pellew seems best to account for the facts. Mr. Pellew said before the Asiatic Society of Bengal in 1870:

The waves of the length of a mile or so, advancing obliquely from the S.S.W., would break successively on the coast from W. to E. To a person close by the sound of each wave would be somewhat continuous; but to a person forty or fifty miles off, if the waves broke simultaneously, the sound would be a boom like that of a gun, because both extremities of the wave would be at the same distance from the hearer at the centre.

L'Afrique au Début du XXe Siècle. Par M. Fallex. vi and 340 pp. 118 Maps and Illustrations. Librairie Ch. Delagrave, Paris, 1906. (Price, 3 fr.)

A superior text-book for the higher geographical classes. Like many French books, it partakes of the nature both of the text-book and the geographical reader. Its geographical quality, accuracy, numerous black maps, and mechanical production, make it desirable not only for the class room and the general reader but also for the tourist. A traveller who desires to have the geographical essence of the region in Africa he may visit in book form, may find it in this little volume

as clearly and as well set forth as in any book on Africa. Each chapter is preceded by a summary giving the essentials of the several topics discussed. The work is marred by comparatively few errors.

Die Eisenbahnen des Brasilianischen Staates São Paulo. Von Alberto Kuhlmann. 39 pp. Illustrations and Map. Published by the Author, São Paulo, 1904.

The late Mr. Kuhlmann had special facilities and equipment for giving the history of the development of the railroad system in São Paulo. The pamphlet contains a relief map of the zone between Santos and São Paulo, a considerable number of excellent photographs that help the text, gives a clear insight into the condition of railroad transportation in that region and outlines the future of the industry, as the author believed it would develop in São Paulo. We quote from the work:

No country in the world, excepting the United States, has shown such progress economically, and especially in the sphere of railroads as the State of São Paulo in Brazil. The fact that all these lines, with the exception of two or three, are working profitably, is of the greatest consequence in the development of the railway system, showing, as it does, that it was not purely a speculative enterprise. The immense capital, foreign and domestic, which is sunk in these lines, as well as the almost incalculable material necessary for the construction and working of them, are facts of general interest.

Geology. By Thomas C. Chamberlin and Rollin D. Salisbury. Vols. II and III. New York, Henry Holt and Company, 1906.

The scientific public is to be congratulated upon the completion of this masterly treatise upon Geology, which gives in succinct form the principal features of the most advanced thought and the latest investigations in one of the most rapidly developing sciences of the present day. The first volume of this monumental work dealing with geological processes and their results appeared two years ago, and was briefly reviewed in the *BULLETIN* for May, 1904. The second and third volumes treat of the "History of the Earth," the division between the two volumes being at the end of the Permian period, an epoch of the highest importance in the geological history of the earth. When the first volume was issued the authors announced that the work was to be completed in two volumes; the growth of the part devoted to earth history from one volume to two is an indication of the vast amount of material which has been utilized in the treatise.

In the preface the authors state that their effort throughout has been "to keep the discussion as free from technicalities as practicable and to render the matter readable." Technicalities can hardly be avoided in the elaboration of such abstruse and fundamental ideas as are treated in these volumes, but "readable" the whole book certainly is. Clear English, direct statement, distinct separation of theory from fact, abundant illustrations, and many illuminating diagrams and maps combine to make the rather ponderous tomes a constant delight and inspiration to the professional geologist and a necessary handbook to the advanced student. The new geology does not pretend, however, to be a manual; it is rather a discussion of basal principles and of geological formations in their broad characteristics and relations. Details of the geology of particular regions are omitted, except where needed for the comprehension of generalized statements.

The first pages of Volume II plunge the reader at once into the intricacies of expositions of the main theories that have been advanced to account for the origin of the earth and the solar system. After a brief but compendious statement of the still generally accepted so-called "Nebular Hypothesis" of Laplace, together